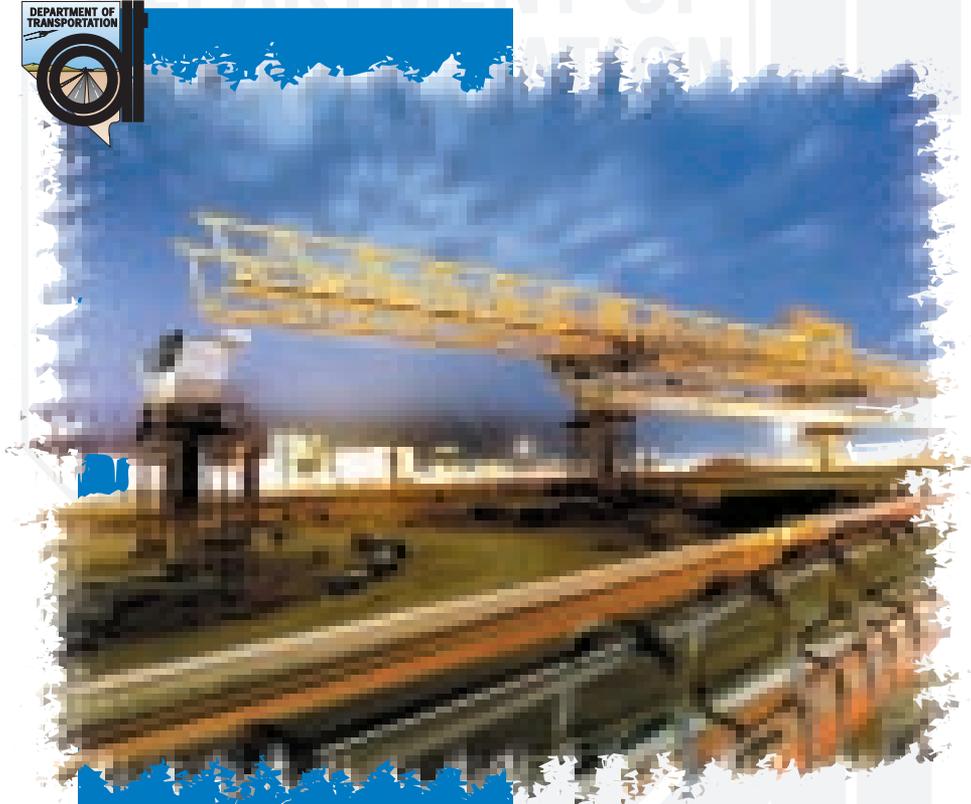
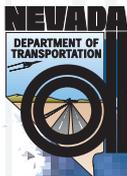


# State of Nevada Transportation FACTS AND FIGURES

January, 1999



A gantry positions bridge segments on the northbound I-15 to westbound U.S. 95 flyover in Las Vegas.

Prepared by: Operations Analysis Division  
of the Nevada Department of Transportation

Kenny C. Guinn, *Governor*

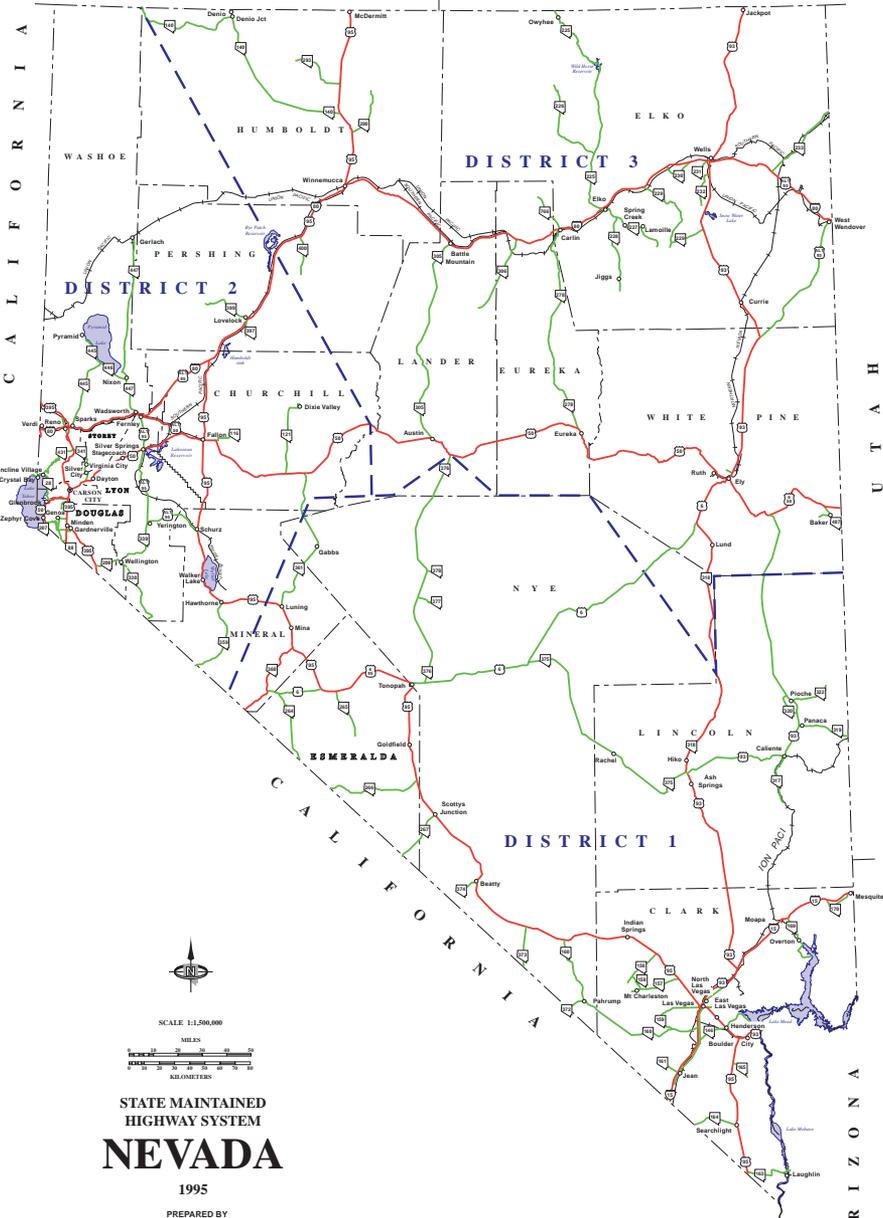
Tom Stephens, P.E., *Director*

O R E G O N

I D A H O

C A L I F O R N I A

U T A H



STATE MAINTAINED  
HIGHWAY SYSTEM  
**NEVADA**

1995

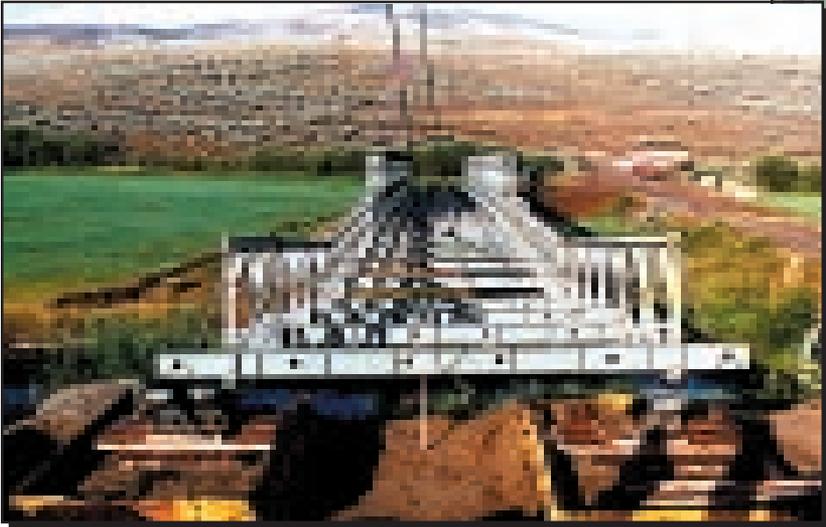
PREPARED BY  
NEVADA DEPARTMENT OF TRANSPORTATION  
PLANNING DIVISION

- NATIONAL HIGHWAY SYSTEM
- SURFACE TRANSPORTATION PROGRAM

A R I Z O N A



New interchanges at Ann Road and Rancho Drive ease congestion on U.S. 95 in northwest Las Vegas.



A Bailey bridge serves as a detour while crews replace the bridge spanning the Owyhee River at Mountain City.



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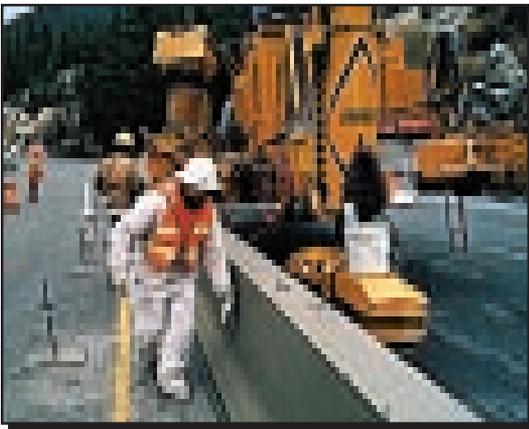
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## MISSION STATEMENT



The mission of the Nevada Department of Transportation is to efficiently plan, design, construct, and maintain a safe and effective transportation system for Nevada's travelers, taking into consideration the environment, economic and social needs, and intermodal transportation opportunities.

Snow blasts from the blades of a new rotary snowplow on the Mt. Rose highway. State Route 431 between Reno and Lake Tahoe is the highest year-round pass in the Sierras.



Contractors install barrier rail to improve safety on U.S. 50 between Carson City and Lake Tahoe.



## DIRECTOR'S MESSAGE

The big news in 1998 was that Nevada will get an additional \$70 million a year in federal highway funds from the Transportation Equity Act for the 21st Century (TEA-21). NDOT worked closely with Nevada's congressional delegation to garner this 62% increase over the federal highway funding levels which were contained in the Intermodal Surface Transportation Efficiency Act of 1991 known as ISTEA. NDOT's construction program in 1999 should be nearly double the 1998 levels.

The extra money will help alleviate congestion in the fastest growing state. The I-80 /Pyramid interchange in downtown Sparks and the I-15/Spring Mountain interchange near the Las Vegas Strip are both scheduled for completion in the summer of 1999. Other big projects under construction include the "Spaghetti Bowl" I-15/U.S. 95 interchange in downtown Las Vegas and the I-15/Cheyenne interchange in North Las Vegas. Seven miles of I-15 south of Las Vegas will be widened from four lanes to six lanes to reduce weekend congestion. The I-80/U.S. 395 interchange improvements in Reno and the I-515/I-215 interchange in Henderson are in the design stage.

In addition to normal capacity projects, the next decade will see the design and construction of a billion dollar program of "super projects" including the following:

- U.S. 95 "Westleg" Freeway improvements in northwest Las Vegas — \$427 million
- I-580/U.S. 395 Freeway between Reno and Carson City — \$190 million
- I-15 Widening from Las Vegas to the California border — \$100 million
- U.S. 93 Boulder City Bypass — \$168 million
- U.S. 395 Carson City Bypass — \$150 million
- U.S. 93 Hoover Dam Bypass — \$220 million.

Preserving our existing roads in good condition is also an expensive proposition. For the next year, we've planned our biggest overlay and reconstruction program ever — a \$180 million effort. In the next few years, we will complete a 10-year program to rehabilitate our Interstate highways. Once our Interstates are repaired, we'll focus on other important routes. Our highway-preservation program has been effective, with Nevada perennially among the leaders in national comparisons of road condition.

We look forward to providing you the best in transportation, including improved mobility and smoother and safer roads.

Happy and safe travels!

-Tom Stephens, December 1998

# MAJOR PROJECT INDEX



## Major Projects Begun In The Past Three Years

- I-15 in Clark County at Spring Mountain Interchange from Flamingo to Spring Mountain/Widen from 6 to 8 lanes and reconstruct interchange/ \$15 Million
- I-15/US 95 Interchange in Clark County/ Reconstruct all core interchange ramps/\$100 Million
- I-15 in Clark County at Cheyenne Interchange/ Reconstruct interchange/ \$30 Million
- US 95 in Clark County at Rancho Dr and Ann Road Interchange/ Construct a new interchange/ \$15 Million
- I-80 in Elko County from 3 miles west to 6 miles east of Deeth/ Overlay and Open Grade/ \$13 Million
- I-80 in Elko County from 1 mile west of Osino to the Halleck Interchange/ Overlay and Open Grade/ \$13 Million
- I-80 in Pershing County from 2 miles east of the Humboldt Interchange to Dun Glenn Interchange/ Overlay with ramps and crossroads/ \$10 Million
- I-80 in Washoe County at Pyramid Way Interchange/ Reconstruct interchange/ \$22 Million

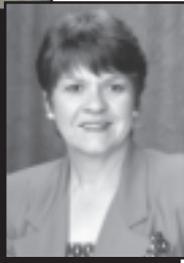
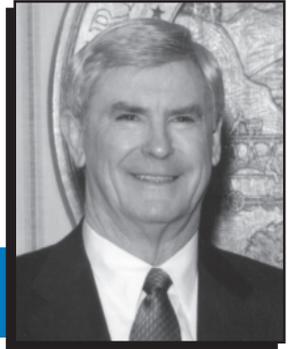
## Major Projects Planned For The Next Three Years

- US 395 in Carson City/ Carson City Bypass/ Construct Phase I of a new 4-lane freeway/ \$82 Million
- I-15 in Clark County from Sahara to Charleston/ Widen freeway and reconstruct Sahara Interchange/ \$35 Million
- US 95/I-15 in Clark County at Sunset Road/ Widen Sunset Road and reconstruct interchange/ \$20 Million
- US 95 in Clark County from I-15 to Rainbow Interchange (Widen from 6 to 10 lanes), US 95 from Rainbow Interchange to Craig Road (Widen from 4 to 6 lanes), and US 95 from Summerlin Parkway at the Rainbow Interchange to Rampart (Widen from 4 to 6 lanes)/ \$36 Million
- I-215 in Clark County, the Southern Beltway from Stephanie St. to I-515/ Construct new freeway / \$60 Million
- I-15 in Clark County from State line to Lake Mead Dr (SR 146)/ Widen 4 to 6 lanes/ \$70 Million
- I-15 in Clark County from Lake Mead Drive to the Southern Beltway/Widen 4 to 6 lanes/ \$22 Million
- US 50 in Douglas County from NV/CA state line to Spooner Summit/ Erosion control and drainage improvements/ \$23 Million
- I-80 in Elko County from 3 miles west of Pilot Peak Interchange to the NV/UT state line/ Overlay/ \$20 Million



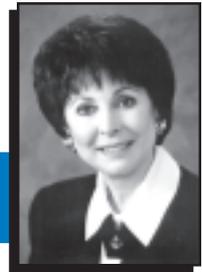
## TRANSPORTATION BOARD OF DIRECTORS

*Chairman  
Kenny C. Guinn  
Governor*



*Frankie Sue  
Del Papa  
Attorney General*

*Lorraine Hunt  
Lieutenant Governor*



*Kathy Augustine  
Controller*

*Caesar Caviglia  
Member*



*Jim Thorton  
Member*

*Tom Gust  
Member*





## ADMINISTRATION

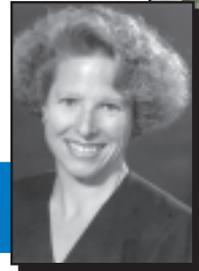
1263 S. Stewart St.  
Carson City, Nevada 89712  
Phone (775) 888-7440  
Fax (775) 888-7201



**Tom Stephens P.E.,  
Director**



**Jeff Fontaine  
Deputy Director**



**Susan Martinovich  
Asst. Director  
Engineering**



**Rod Johnson  
Asst. Director  
Operations**



**Roger Grable  
Asst. Director  
Administration**



**Jenny Neill  
Special Asst.  
to the Director**



**Tom Fronapfel  
Asst. Director  
Planning**



# ENGINEERING DISTRICTS AND MAJOR MAINTENANCE STATIONS

## District 1

**LAS VEGAS** (702) 385-6500  
Fax (702) 385-6511  
123 E. Washington Avenue  
Las Vegas, Nevada 89101  
Eugene F. Weight  
District Engineer

## Major Maintenance Station

**TONOPAH** (775) 482-2375  
Fax (775) 482-2310  
805 Erie Main  
Tonopah, Nevada 89049  
William E. Graunke  
Asst. District Engineer

## District 2

**RENO** (775) 834-8300  
Fax (775) 834-8390  
310 Galletti Way  
Sparks, Nevada 89431  
Richard J. Nelson  
District Engineer

## District 3

**ELKO** (775) 777-2700  
Fax (775) 777-2705  
1951 Idaho Street  
Elko, Nevada 89801  
Christopher P. Beck  
District Engineer

## Major Maintenance Station

**ELY** (775) 289-1700  
Fax (775) 289-1710  
1401 Avenue F  
Ely, Nevada 89301  
Charles E. Nixon  
Asst. District Engineer

## Major Maintenance Station

**WINNEMUCCA** (775) 623-8000  
Fax (775) 623-8030  
725 W. 4th Street  
Winnemucca, Nevada 89445  
Mike J. Glock  
Asst. District Engineer

Note: District boundaries are shown on the map inside the front cover.



Federal enhancement funds are restoring Buckland Station on U.S. 95A near Fort Churchill. Built in 1870, this early stage stop was the first to the west of a bleak stretch of desert.



## KEY PHONE NUMBERS

To call any state office toll free, call and give the operator the extension desired. .... **800-992-0900**

To call any state office from Las Vegas, call and give the operator the extension desired. .... **486-3000**

### Area Road Condition Report

Carson City .....	(775) 793-1313
Elko .....	(775) 738-8888
Ely .....	(775) 289-3027
Henderson .....	(702) 486-3116
Lake Tahoe .....	(775) 793-1313
Las Vegas .....	(702) 486-3116
North Las Vegas .....	(702) 486-3116
Reno .....	(775) 793-1313
Tonopah .....	(775) 482-3849
Winnemucca .....	(775) 623-1313

### Other Frequently Called Numbers

#### Public Information

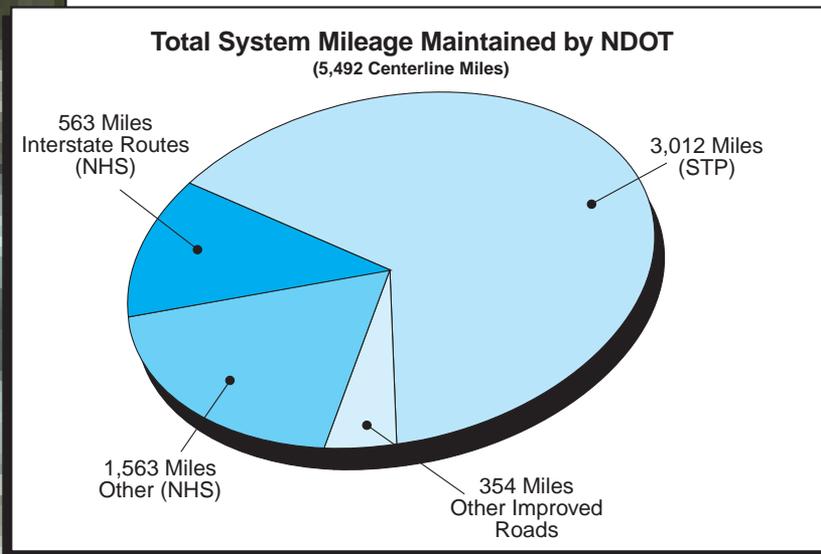
Carson City.....	(775) 888-7000
Las Vegas.....	(702) 358-6504
Customer Service .....	(775) 888-7000
Director's Office .....	(775) 888-7440
Construction Plans and Specifications.....	(775) 888-7070
Contract Bidding Results .....	(775) 888-7070
Overdimensional Vehicle Permits .....	(775) 888-7410
or .....	1-800-552-2127
Maps.....	(775) 888-7627
Facsimile.....	(775) 888-7103



## SYSTEM MILEAGE

There are two federal-aid highway systems: the National Highway System (NHS) and the Surface Transportation Program (STP). Most roads maintained by NDOT, and some maintained by other agencies, are federal-aid highways. Federal-aid highways carry the preponderance of traffic.

	<i>NDOT Maintained</i>	<i>Locally Maintained</i>	<i>Statewide Total</i>
<b>Federal Aid</b>			
NHS	2,126	20	2,146
STP	3,012	1,675	4,687
<b>Non-Federal Aid</b>			
Other Improved	354	13,189	13,543
Unimproved	0	24,910	24,910
<b>Total</b>	<b>5,492</b>	<b>39,794</b>	<b>45,286</b>





## SYSTEM DEFINITIONS

### NATIONAL HIGHWAY SYSTEM (NHS)

A system of major federal-aid roads including all Interstate Routes, most principal arterials, the defense strategic highway network, and strategic connectors. Interstate Routes connect the principal metropolitan areas and industrial centers of America, serve the national defense, and connect suitable border points. The Interstate Routes, along with the other routes of the National Highway System, form the backbone of America's highway network.

FEDERAL AID

### SURFACE TRANSPORTATION PROGRAM (STP)

The STP includes federal-aid roadways that are not on the NHS but are functionally classified as principal arterials, minor arterials, or major collectors. Generally, these roadways link other improved roads to the NHS. Federal aid for the STP is flexible, and may be used for both NHS and STP roads.

IMPROVED ROADS

### OTHER IMPROVED ROADS

Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include access, frontage, and state-park roads. The cities and counties maintain improved roads that generally adjoin homes, businesses, and farms. Roads in this category are not eligible for federal aid, but do qualify for Nevada's gas tax distributions.

NON-FEDERAL AID

### UNIMPROVED ROADS

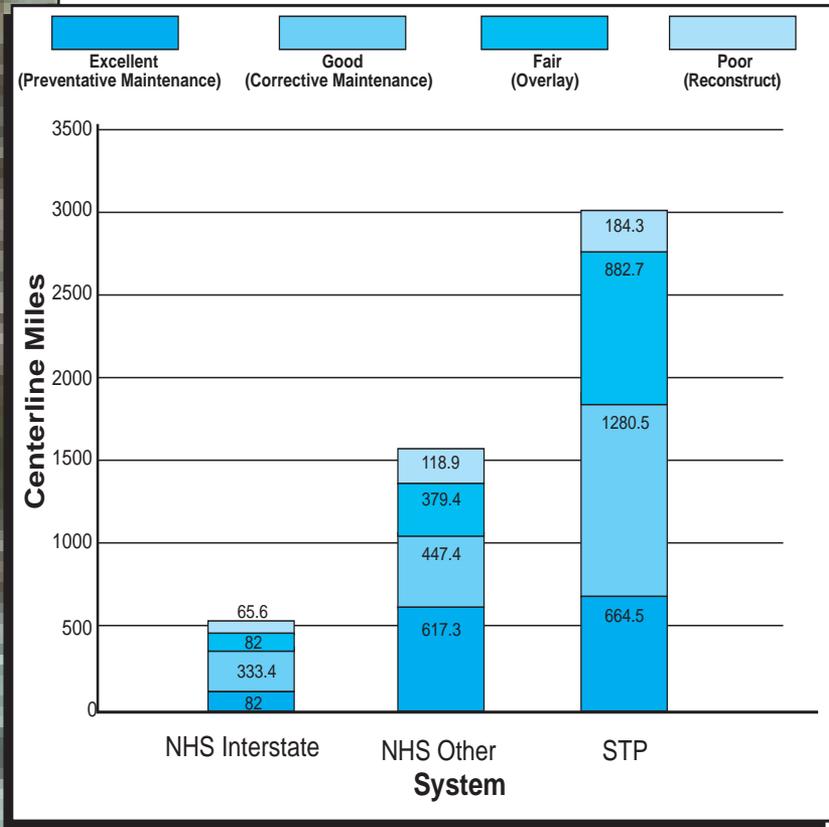
Unimproved roads are not functionally classified and are not regularly maintained. They carry sporadic traffic, and do not qualify for federal aid or Nevada's gas tax distributions.



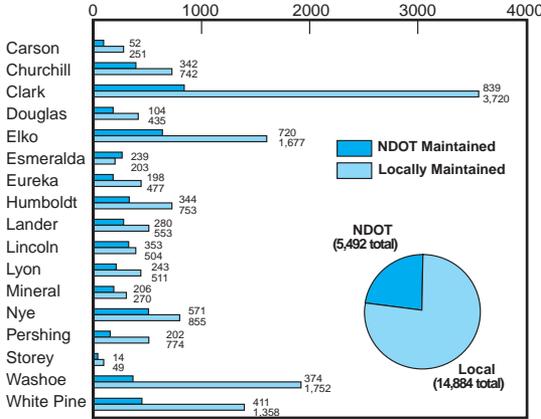
# NDOT - MAINTAINED PAVEMENT CONDITION

## CENTERLINE MILES BY SYSTEM - 1998

### Condition (Required Treatment)



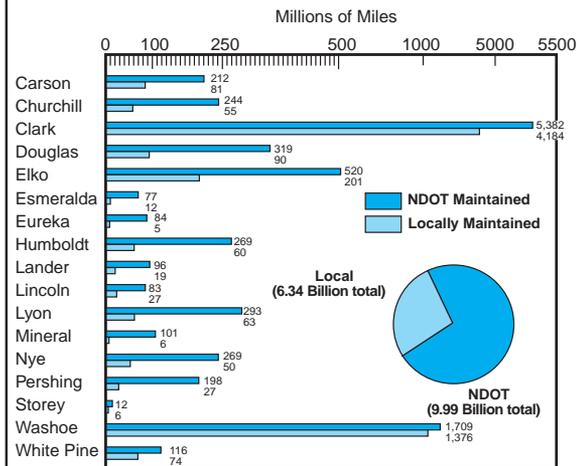
### 1997 Miles of Improved Road By County



### VEHICLE MILES OF TRAVEL

Twelve percent of all roads in Nevada are on the state-maintained system. However, this 12 percent carries 61 percent of the total vehicle miles of travel. The remaining 39 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads more than quadrupled from 3.5 billion

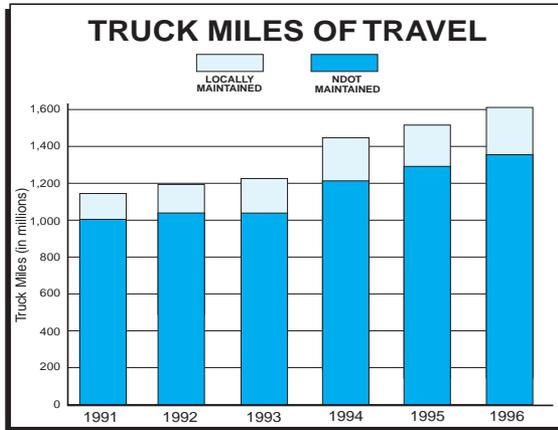
### 1997 Vehicle Miles of Travel By County



Continued on page 12



in 1970 to 16.3 billion in 1998. The state-maintained system also carries 80 percent of all truck traffic and 90 percent of the heavy truck traffic.



## BRIDGES

A bridge is defined as a structure of more than 20 feet in length. Currently there are 1,413 bridges in Nevada. The Nevada Department of Transportation maintains 1,023 bridges; 380 are maintained by county, city or other governmental agencies, and 10 bridges are privately maintained.

### State-Maintained Bridges Needing Renovation by Deficiency

<i>Seismic</i>	<i>Structural</i>	<i>Functional</i>
330	45	16



Trucks move 53 percent of the U.S. freight tonnage. Here on U.S. 95 north of Winnemucca, 26% of the vehicles are trucks.



# TRANSPORTATION FINANCING

## General

State highways maintained by the Nevada Department of Transportation are financed with dedicated highway user revenue and federal funds. No General Fund (general tax) revenue is used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

## Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government is placed in the Federal Highway Trust Fund. Congress allocates these funds to the states per provisions in the Transportation Equity Act for the 21st Century, passed in 1998, and annual appropriations bills.

Federal funds are available only for reimbursement of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay 5 to 20% of the project's cost.

## Constitutional Provisions

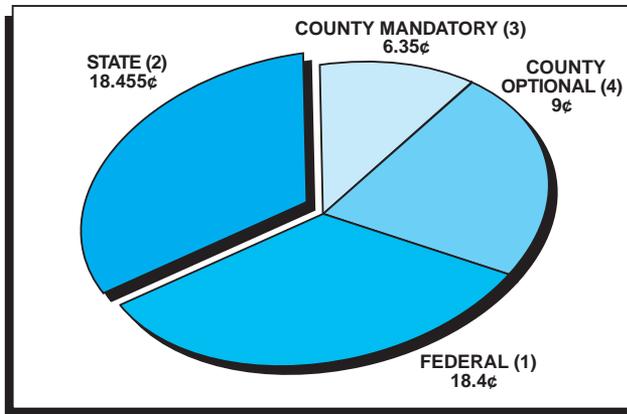
Article 9, Section 5 of the Nevada constitution provides: "The proceeds from the imposition of any license or registration fee and other charges with respect to the operations of any motor vehicle upon any public highway in the state and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel, shall, except cost of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state..."

## State Highway Fund

The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The Department of Transportation is the major activity financed by the Highway Fund. However, the bulk of the operating costs of the Department of Motor Vehicles & Public Safety is also financed by appropriations from the Highway Fund. In addition, there are appropriations to the Department of Taxation to offset gas tax collection costs, to the Budget Division of the Department of Administration for general government services, and to the Transportation Services Authority for motor-vehicle enforcement.

## GAS TAX (PER GALLON)

Legal Citations Chapter 365, Nevada Revised Statutes



### 1. Federal

- 15.44¢ To Federal Highway Trust Fund for highways.
- 2.86¢ To Federal Highway Trust Fund for transit.
- 0.1¢ Leaking underground storage tank trust fund.
- 18.4¢ Total Federal Gasoline Tax.**

### 2. State

- 17.650¢ (NRS 365.170) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
- 0.750¢ (NRS 590.840) For cleanup of petroleum discharges.
- 0.055¢ (NRS 590.120) Inspection fee for imported gasoline and lubricating oils.
- 18.455¢ Total State Gasoline Tax**

### 3. County Mandatory

- 1.25¢ (NRS 365.180 and NRS 365.550) Apportioned to counties: 1/4 per total area, 1/4 per population, 1/4 per non-Federal-Aid road/street mileage and 1/4 per vehicle mileage (non-Federal-Aid roads/streets). Used for bond service, road construction, maintenance and repair – not for administration.
- 2.35¢ (NRS 365.180 and NRS 365.550) As above, except that within counties with incorporated cities, the formula is reapplied by an internal distribution to



counties/cities. County area excludes city area. Used for bond service, road construction, maintenance and repair – not for administration.

1.75¢ (NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.

1¢ (NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.

**6.35¢ Total County Mandatory Tax**

**4. County Optional**

Up to 9¢ (NRS 373.030) County motor fuel tax is administered by the local Regional Transportation Commission. The maximum tax authorized by statute is 9¢ per gallon. The rate in each county is shown below:

9¢ Carson City, Clark, Lyon, Mineral, Pershing and Washoe;

8¢ Humboldt

4¢ All other counties

**History**

	Total Collections Mandatory/ Optional	State Share	County Share	County Option #	County Option *	RTC Option #	RTC Option *
1923	2.0¢	\$60,000			+Balance to County Admin Costs	Rd Bond Redemption	
1935	4.0¢	4.0¢					
1947	5.5¢	4.0¢	1.5¢				
1)-1955	6.05¢	4.55¢	1.5¢				
1965	6.05¢ 1.0¢	4.55¢	1.5¢		(Clark & Washoe Co. only) 1.0¢		
1966	6.05¢ 1.0¢	4.55¢	1.5¢		(Extended to all Co:s w/RTC) 1.0¢		
1979	6.05¢ 4.0¢	4.55¢	1.5¢		2.0¢	2.0¢	
1981	11.05¢ 4.0¢	8.05¢	3.0¢			4.0¢	
1982	12.05¢ 4.0¢	9.05¢	3.0¢			4.0¢	
1985	13.05¢ 5.0¢	10.05¢	3.0¢		1.0¢	4.0¢	
1987	16.05¢ 5.0¢	11.77¢	4.28¢		1.0¢	4.0¢	
1988	18.05¢ 5.0¢	12.70¢	5.35¢		1.0¢	4.0¢	
2)-1989	18.655¢ 10.0¢	** 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
1991	22.155¢ 9.0¢	** 15.805¢	6.35¢			9.0¢	
1992	24.655¢ 9.0¢	** 18.305¢	6.35¢			9.0¢	
1995	24.805¢ 9.0¢	*** 18.455¢	6.35¢			9.0¢	

# By Ordinance  
 \* Voter Approval  
 \*\* 0.6¢ to State Petroleum Clean-Up-Trust Fund  
 \*\*\* 0.75¢ to State Petroleum Clean-Up-Trust Fund  
 1)- 0.05¢ to Inspection Fee  
 2)- 0.055¢ to Inspection Fee



## SPECIAL-FUEL TAX (PER GALLON)

Legal Citations

Chapter 366, Nevada Revised Statutes

### Diesel

Federal Tax	24.4 ¢
State Tax	27.75 ¢

### Propane

Federal Tax	13.6 ¢
State Tax	23 ¢

### Methane (Compressed Natural Gas)

Federal Tax	4.3 ¢
State Tax	23 ¢

**Current  
Rates**

## Distribution (Cents Per Gallon)

Fuel	Federal Highway Trust Fund			State	
	Highway Account	Mass Transit Account	Leaking Underground Storage Tank	Highway Fund	Petroleum Clean-Up
Diesel	21.44	2.86	0.1	27.0	0.75
Propane	11.47	2.13	0	22.0	
Methane	3.44	0.86	0	21.0	

## History

**Year    Total Tax**

1923	2.0¢	
1935	4.0¢	
1951	5.0¢	
1953	5.5¢	
1955	6.0¢	
1981	10.5¢	
1982	12.0¢	
1985	13.0¢	
1987	17.0¢	Natural and propane gas used as motor fuel @
11.72¢		
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢ Propane gas used as motor fuel @ 20.5¢



1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1997	**27.75	Natural gas used as motor fuel @ 21.0¢ Propane gas used as motor fuel @ 22.0¢ Emulsified waterphased hydrocarbon fuel @ 19.0¢

\* 0.60¢ to petroleum clean-up fund

\*\* 0.75¢ to petroleum clean-up fund

## VEHICLE LICENSE AND REGISTRATION FEE

### Legal Citations

Chapter 482, Nevada Revised Statutes  
Chapter 706, Nevada Revised Statute

### Current Annual Rates

\$33	for automobiles,
\$39	for motorcycles
\$27	for travel trailers.
\$33	for trucks, truck tractors or buses less than 6,000 lbs. DGVW*
\$38	for trucks, truck tractors or buses between 6,000 and 8,499 lbs. DGVW
\$48	for trucks, truck tractors or buses between 8,500 and 10,000 lbs. DGVW
\$12	per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
\$17	per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs DGVW (maximum fee is \$1,360). Interstate motor-carriers may prorate this fee and pay only on the percentage of miles driven in Nevada.
\$60	per 1,000 lbs. exceeding 80,000 lbs. for units between 80,000 and 129,000 lbs DGVW (maximum fee is \$2,940).
\$10	for overlength of vehicles (70' to 105') not exceeding 80,000 lbs. DGVW.

\* Declared Gross Vehicle Weight



## VEHICLE PRIVILEGE TAX

### Legal Citation

Chapter 371, Nevada Revised Statutes

### Current Rates

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle, is 35% of the manufacturer's suggested retail price, without accessories.)

Optional Supplemental rate: 1% of vehicle's depreciated assessed valuation. (Applied by Churchill, Clark, and Washoe counties only.)

### Distribution

Basic Vehicle Privilege Tax: In the counties of Carson City, Churchill, Clark, Elko, Lyon, Nye, Washoe, and White Pine, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. All other counties receive 99% and the State Highway Fund receives 1%. Local governments use the funds primarily for schools and current debt service.

Supplemental Vehicle Privilege Tax: In Clark county, for highway projects and in Washoe and Churchill counties as a general revenue.

## DRIVER'S LICENSE FEE

### Legal Citation

Chapter 483, Nevada Revised Statutes

### Current Rates

\$20.50 for operating passenger cars

\$15.50 for persons 65 (or older).

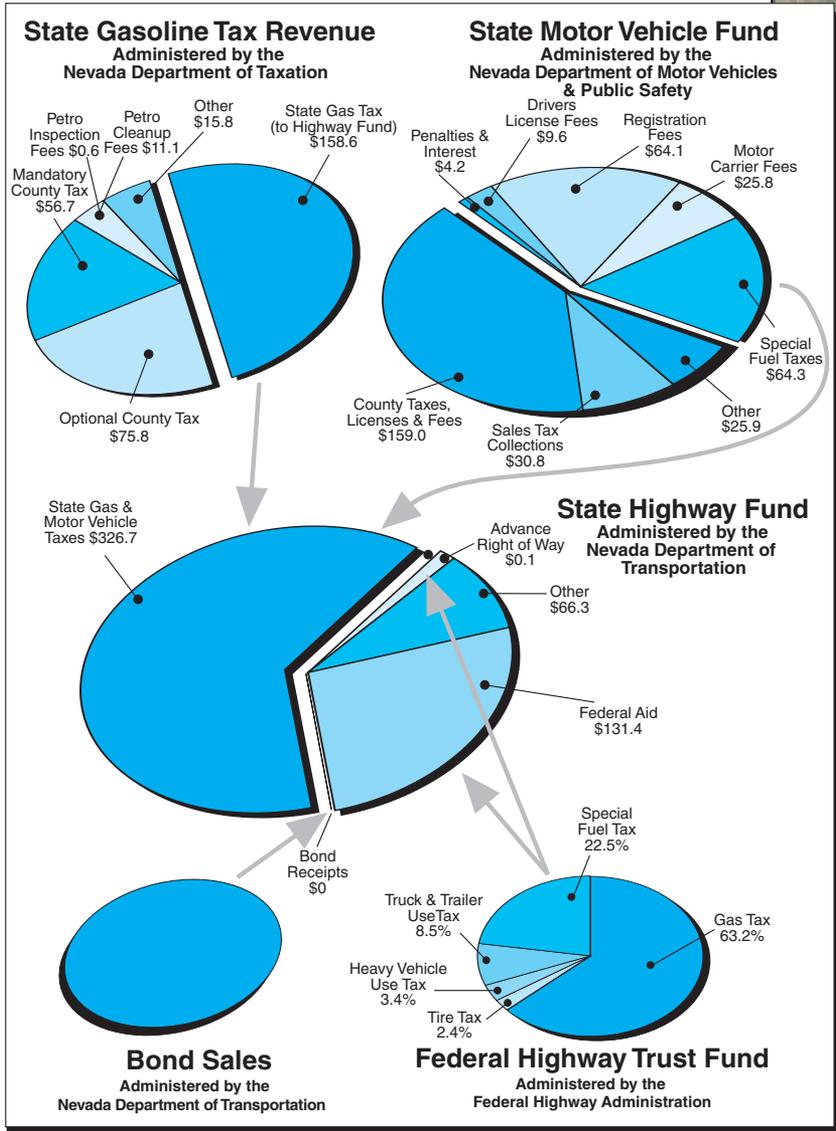
\$5.00 for a motorcycle endorsement.

\$85.00 for operating commercial vehicles.



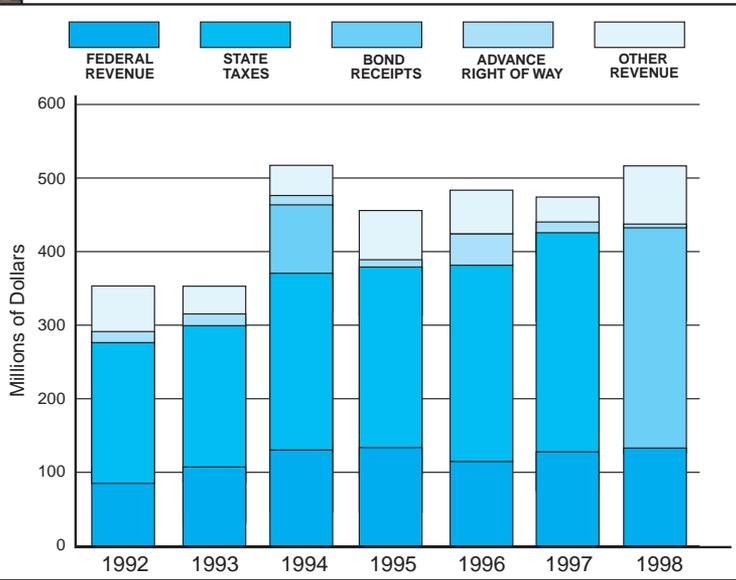
# STATE HIGHWAY FUND REVENUE SOURCES

(1998 Revenue shown in millions)





# TOTAL STATE HIGHWAY FUND REVENUE



(Millions of Dollars)

Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bond Receipts	Advance Right of Way	Other Revenue	Total
1992	83.3	191.5	33.6	7.5	23.2	339.1
1993	93.3	223.2	0	3.2	31.3	351.0
1994	141.3	242.6	90.1	3.3	43.4	520.7
1995	129.3	255.3	0	1.7	40.0	426.3
1996	119.6	279.5	0	4.4	38.0	441.5
1997	123.4	304.0	0	6.9	46.0	480.3
1998	131.4	326.7	0	0.1	66.3	524.6

NOTE 1:  
Total revenue is net to the Highway Fund

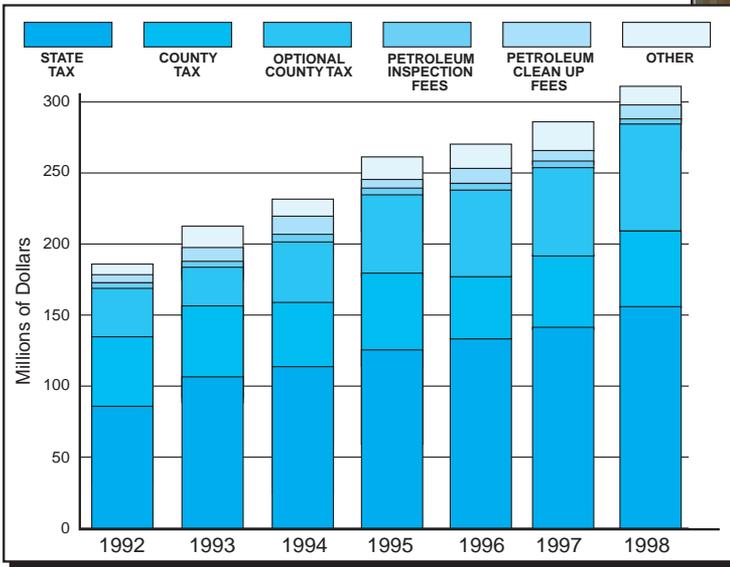
NOTE 2:  
Advance Right of Way receipts are special federal funds made available for the advance acquisition of Rights of Way and are paid back from regular federal funds when the project is constructed.

NOTE 3:  
Other includes interest income, cooperative construction reimbursement, Department of Motor Vehicles & Public Safety (DMV&PS) authorized revenue, and miscellaneous sales and reimbursements



# STATE GASOLINE TAX REVENUE

(Administered by the Department of Taxation)



(Millions of Dollars)

Fiscal Year	State Gas Tax (to Highway Fund)	Mandatory County Gas Tax	Optional County Gas Tax**	Petroleum Inspection Fees	Petroleum Clean Up Fees	Other ***	Total
1992	92.7	41.1	28.2	0.4	5.2	8.6	176.2
1993	110.7	41.8	34.2	0.5	7.5	11.7	206.4
1994	121.5	43.6	43.6	0.5	7.0	12.3	228.5
1995	126.6	45.4	55.8	0.5	7.2	13.9	249.4
1996	133.7	48.0	61.3	0.5	9.4	14.8	267.7
1997	140.7	51.0	65.4	0.5	9.8	14.6	282.0
1998	158.6	56.7	75.8	0.6	11.1	15.8	318.6

\* Includes optional County Aviation Tax through 1994.

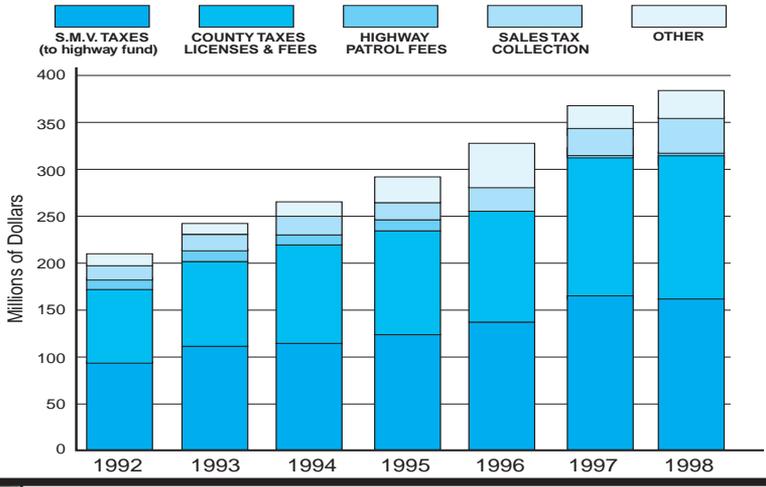
\*\*\* Includes Jet Fuel Tax, Aviation Tax, and other Gasoline Tax distributions.

Source: Department of Taxation, Annual Report.



# STATE MOTOR VEHICLE FUND TAXES, LICENSES, AND FEES REVENUE

(Administered by the DMV and Public Safety)



(Millions of Dollars)

Fiscal Year	State Motor Vehicle Taxes (to Highway Fund)	County Taxes			Other Revenue	Total
		Licenses and Fees	Highway Patrol Fees	Sales Tax Collections		
1992	98.8	78.6	8.9	17.7	11.4	215.4
1993	112.2	91.6	8.8	19.0	11.5	243.1
1994	121.0	102.0	10.0	21.8	13.2	268.1
1995	128.7	114.2	11.0	25.3	12.3	291.5
1996	145.8	128.8	0***	28.1	20.5	323.2
1997	163.3	144.7	0***	30.6	23.4	362.0
1998	168.0	159.0	0***	30.8	25.9	383.7

The following page shows a breakout of Highway Fund revenue in this column.

NOTE 1:  
In Fiscal Year 1982, DMV&PS began collecting sales taxes on vehicles and transferring collections to the General Fund.

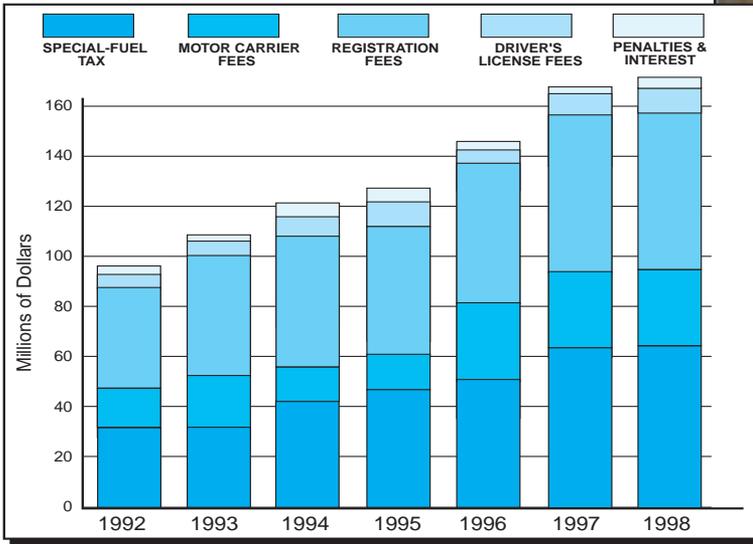
NOTE 2:  
Other includes various Department of Motor Vehicles & Public Safety (DMV&PS) revenue, e.g., record search fees, fingerprint check, and reinstatement fees.

\*\* Effective 1-1-90, the Highway Patrol Fee was eliminated as a separate fee and was incorporated with registration fees.

\*\*\* The Highway Patrol Fee was eliminated and replaced with a direct Highway Fund appropriation beginning fiscal year 1996.



# STATE MOTOR VEHICLE TAXES TO HIGHWAY FUND DERIVED FROM THE MOTOR VEHICLE FUND



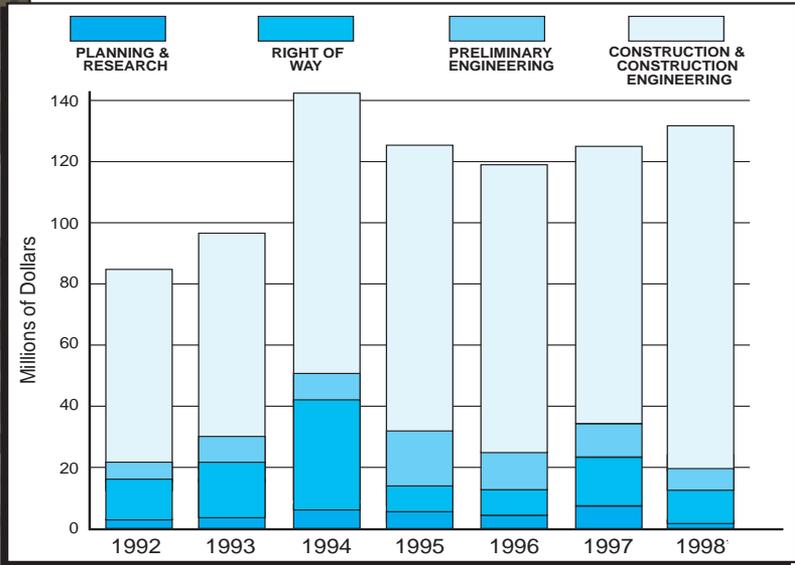
(Millions of Dollars)

Fiscal Year	**Special-Fuel Taxes	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Penalties and Interest	Total
1992	33.1	17.0	40.1	5.6	3.0	98.8
1993	35.7	18.2	48.7	6.6	3.0	112.2
1994	41.1	17.0	51.9	8.0	3.1	121.0
1995	44.3	18.7	54.3	7.9	3.5	128.7
1996	50.8	24.2	58.1	8.9	3.7	145.8
1997	63.2	25.5	62.2	8.9	3.5	163.3
1998	64.3	25.8	64.1	9.6	4.2	168.0

\*\* Special fuel includes diesel fuel, propane, natural gas, and water-phased hydrocarbon emulsions.



# HIGHWAY FUND FEDERAL-AID REVENUE BY PHASE



(Millions of Dollars)

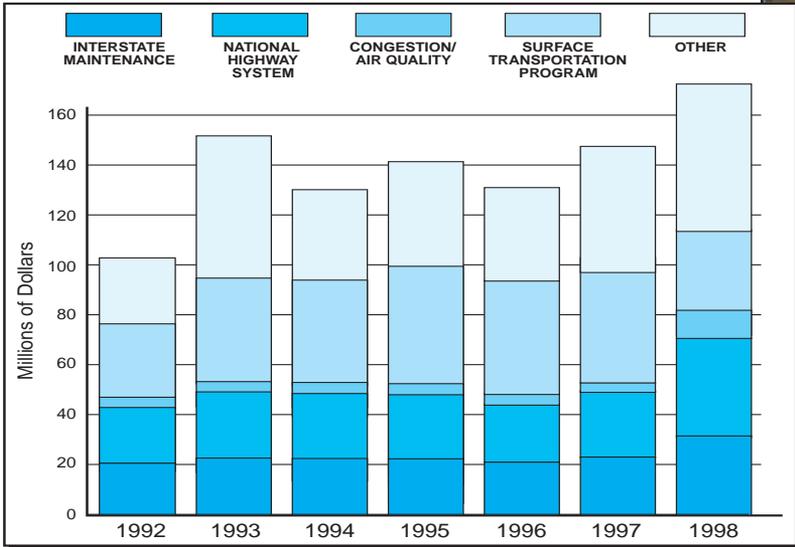
Fiscal Year	Planning and Research	Right of Way	Preliminary Engineering	Construction and Construction Engineering	Total Federal Aid
1992	1.4	15.5	3.1	63.3	83.3
1993	1.3	19.3	7.9	64.8	93.3
1994	6.6	36.1	9.5	89.1	141.3
1995	5.1	9.1	13.0	102.1	129.3
1996	3.6	9.4	12.0	94.6	119.6
1997	5.4	17.0	11.4	89.6	123.4
1998	2.7	8.9	7.6	112.2	131.4

**NOTE 1:**

Federal-Aid revenue is received on a reimbursement basis and typically is from prior year apportionments. Consequently, the Federal-aid revenue shown will not match the Federal-aid apportionments in a given year.



# HIGHWAY FUND FEDERAL-AID APPORTIONMENTS (Under ISTEA\* through 1997; under TEA-21\*\* in 1998)



(Millions of Dollars)

Fiscal Year	Interstate Maintenance	National Highway System	Congestion/Air Quality	Surface Transportation Program	Other***	Total
1992	20.1	21.2	4.1	32.9	28.6	106.9
1993	24.2	25.3	4.8	41.8	60.4	156.5
1994	24.0	25.2	4.8	42.6	31.4	128.0
1995	24.0	25.1	4.8	47.7	39.7	141.3
1996	20.6	21.9	4.2	42.6	40.2	129.5
1997	23.8	24.8	4.7	47.6	48.1	149.0
1998	32.6	39.2	9.8	32.6	63.2	177.4

\*1991 Intermodal Surface Transportation and Efficiency Act.

\*\*1998 Transportation Equity Act for the 21st Century.

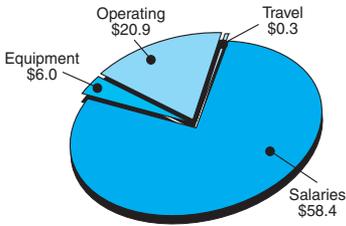
\*\*\*Other includes Planning, Bridge Replacement, Advance Right of Way, Demonstration and Forest Highway Funds.



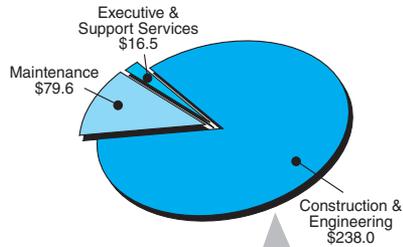
# HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS

(1998 Expenditures Shown in Millions)

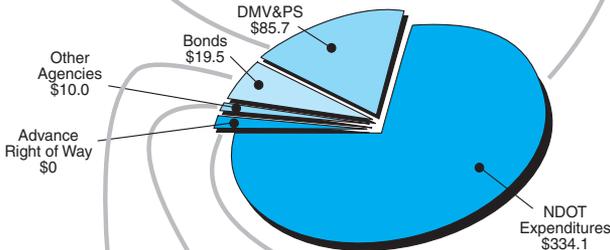
**DMV&PS Expenditures**  
By Object



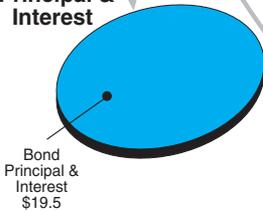
**NDOT Expenditures**  
By Function



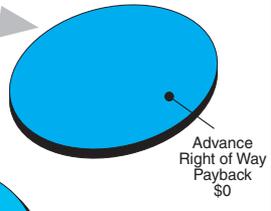
**State Highway Fund**  
Administered by the  
Nevada Department of Transportation



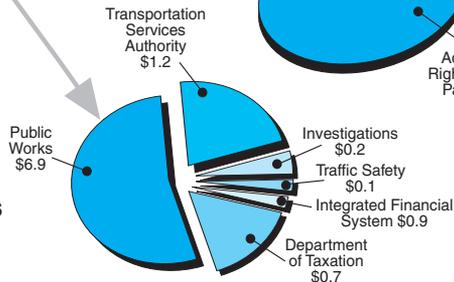
**Bond Principal & Interest**



**Federal Highway Trust Fund**

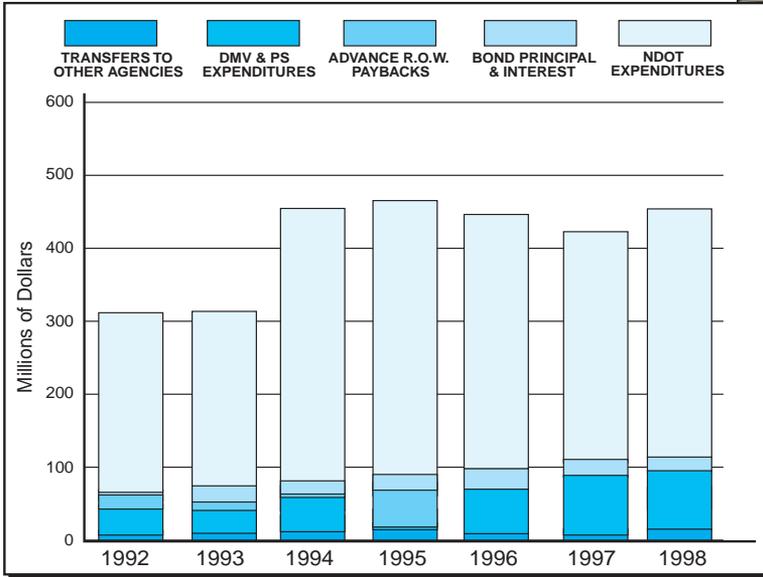


**Other Agency Expenditures**  
By Agency





# HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS



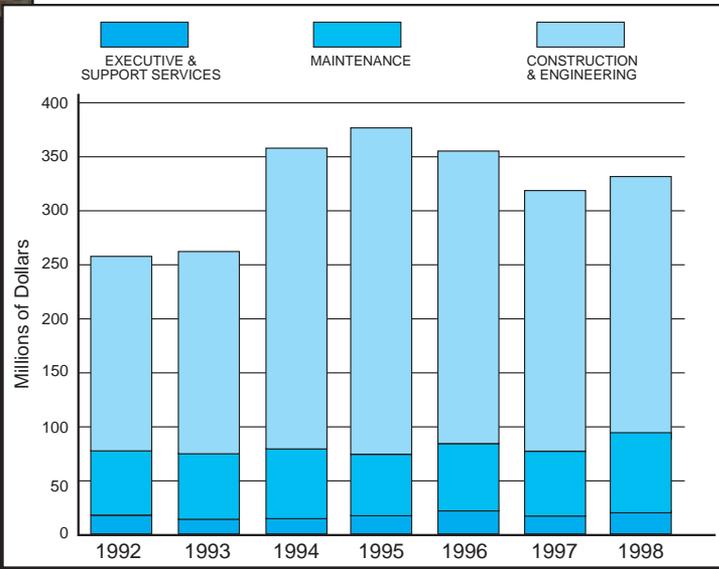
(Millions of Dollars)

<i>Fiscal Year</i>	<i>Transfers to other Agencies</i>	<i>DMV &amp; PS Expenditures</i>	<i>Advance Right of Way Paybacks</i>	<i>Bond Principal and Interest</i>	<i>NDOT Expenditures</i>	<i>Total</i>
1992	4.2	41.5	0	17.4	250.4	313.5
1993	5.4	44.6	4.7	19.2	260.0	333.9
1994	9.2	56.0	0	16.3	355.3	463.8
1995	10.1	58.4	0	35.5	368.7	472.7
1996	3.5	67.2	0	34.8	351.9	457.5
1997	4.4	72.5	0	27.4	319.5	423.8
1998	10.0	85.7	0	19.5	334.1	449.3

NOTE :  
DMV & PS stands for Department of Motor Vehicles and Public Safety



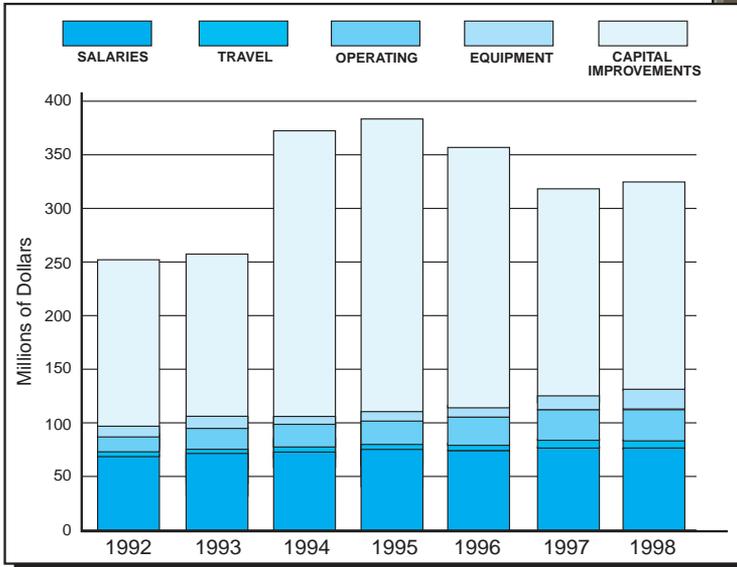
# DEPARTMENT OF TRANSPORTATION EXPENDITURES BY FUNCTION



(Millions of Dollars)

<i>Fiscal Year</i>	<i>Executive and Support Services</i>	<i>Maintenance</i>	<i>Construction and Engineering</i>	<i>Total NDOT Expenditures</i>
1992	10.2	56.7	183.5	250.4
1993	10.7	59.7	189.6	260.0
1994	10.8	66.1	278.4	355.3
1995	11.2	56.7	300.8	368.7
1996	15.2	61.2	275.5	351.9
1997	13.9	63.4	242.2	319.5
1998	16.5	79.6	238.0	334.1

# DEPARTMENT OF TRANSPORTATION EXPENDITURES BY OBJECT



(Millions of Dollars)

<i>Fiscal Year</i>	<i>Salaries</i>	<i>Travel</i>	<i>Operating</i>	<i>Equipment</i>	<i>Capital Improvements</i>	<i>Total</i>
1992	60.0	1.5	23.6	6.4	158.9	250.4
1993	63.2	1.4	24.9	4.7	165.8	260.0
1994	64.6	1.6	29.2	4.8	255.1	355.3
1995	65.4	1.4	28.0	4.3	269.5	368.6
1996	69.2	1.4	29.2	7.5	244.6	351.9
1997	73.5	1.2	32.9	6.2	205.6	319.5
1998	76.5	1.4	35.9	10.3	210.0	334.1



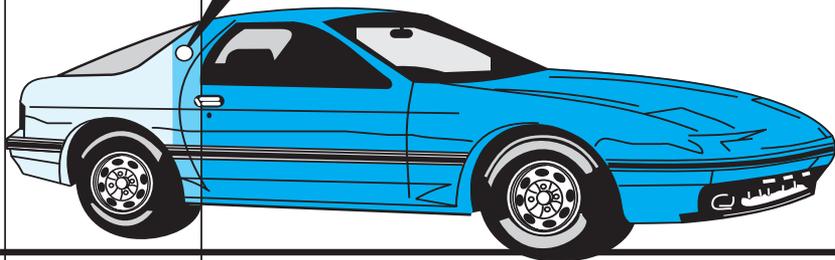
**54.83 CENTS TOTAL**  
**PASSENGER CAR OPERATING COSTS \***  
(IN CENTS PER MILE OF TRAVEL)

\* For 1998 model year. Vehicle travels 10,000 miles annually and gets 28.8 MPG.  
Source: American Automobile Manufacturers Association  
"Motor Vehicle Facts and Figures '98"

**10.80 VARIABLE COST**  
includes gas, gas tax, oil, tires  
and maintenance

**44.03 FIXED COST**  
includes depreciation, insurance,  
finance and licensing fees

**1.81 CENTS**  
**TOTAL GAS TAX**  
(includes federal, state,  
and local taxes)

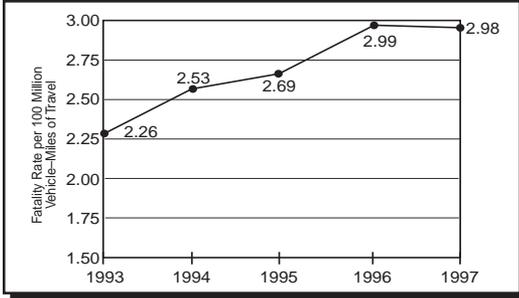


Construction incentives help speed completion of the Pyramid Way interchange on I-80 in Sparks.

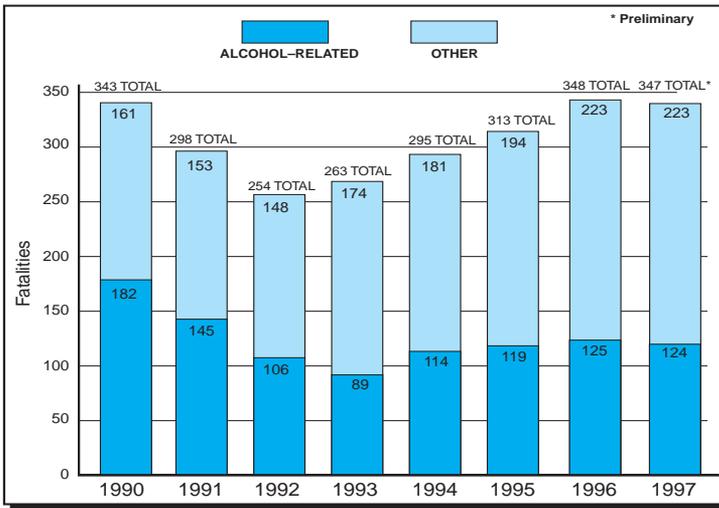
# HIGHWAY SAFETY STATISTICS



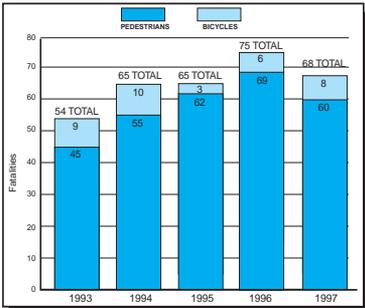
## FATALITY RATES



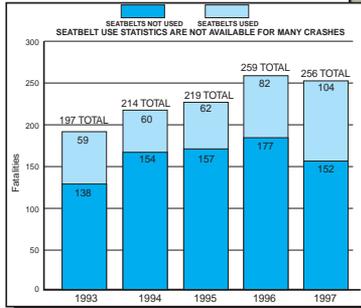
## FATALITIES BY CAUSE



## STATEWIDE PEDESTRIAN & BICYCLE FATALITIES



## SEATBELT USE FOR FATALITIES WHERE SEATBELTS WERE A FACTOR





## DEPARTMENT PERSONNEL

Since the late 1980s, our work force has increased modestly to accommodate a growing work program. Principally, this growth occurred in our preconstruction and construction functions. These functions are most affected by the capacity-enhancing projects we are building for our rapidly growing state.

With the large increase in federal funds that Nevada will receive, we expect that our work force will experience additional growth in the next two years. To operate efficiently, we will also take advantage of new technology, staff training, and consultant services.

### Number of Employees by Function

<i>Year</i>	<i>Administration</i>	<i>Preconstruction</i>	<i>Construction</i>	<i>Maintenance</i>	<i>Total</i>
1980	151	308	274	667	1400
1985	154	312	263	662	1391
1990	161	311	330	667	1469
1995	163	322	341	668	1494
1998	162	351	368	697	1578

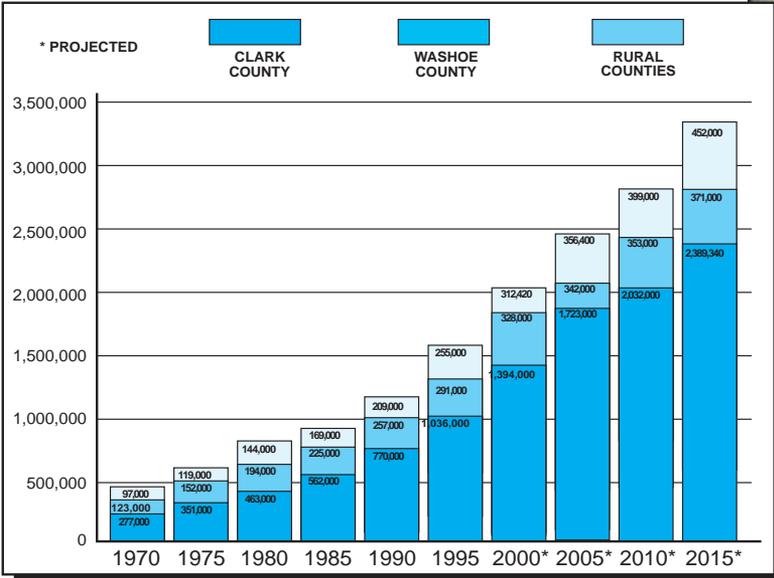
## LICENSED DRIVERS, PASSENGER VEHICLES, AND POPULATION

Licensed Drivers	1990	848,622
	1998	1,373,708
Passenger Vehicles	1990	898,426
	1998	1,260,673

Nevada has experienced a huge increase in population during the last three decades. Since 1970 the state's population almost quadrupled from 500,000 to more than 1.8 million residents. A majority of this growth has taken place within the urbanized areas of Las Vegas, Reno, Sparks, Carson City, and Elko.

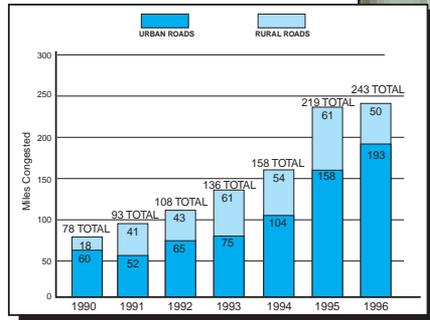
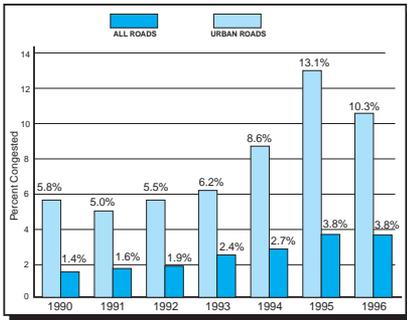


# POPULATION



# HIGHWAY CONGESTION

Nevada's population swell has resulted in greater highway congestion. Congested highways are those where maneuverability is severely restricted and driver discomfort is high. These highways are operating at 80 percent or more of their capacity.





## RAILROADS

NDOT Manages the State Rail Planning Process and publishes rail plans and maps. It also directs pass-through federal project funds to help railroads, shippers and local governments with rail improvements on light-density rail lines.

Since Nevada is a bridge state, the Nevada rail system plays a major role in the transportation of goods between California and the eastern market place. Since the Union Pacific Railroad and Southern Pacific Railroad merged in 1997, the Union Pacific Railroad Co. owns the majority of main line and branch line track.

<i>Amtrak Passenger Service</i>	<i>Route</i>	<i>Cities served</i>	<i>1996/97 Ridership</i>
California Zephyr	Salt Lake City UT to Oakland CA	Reno, Sparks, Winnemucca & Elko	496,586

Amtrak with the California Zephyr provides railway public transportation. In May 1997 the Desert Wind in southern Nevada ceased service between Salt Lake City, Utah and Los Angeles California.

Nevada has 694 railroad crossings statewide. Public crossings include 304 at-grade crossings and 117 grade separations. In addition there are 273 private at-grade crossings

<b>Owner</b>	<b>Miles of Track</b>
Union Pacific Railroad Co.	1091.51
Branchline	109.79
BHP Nevada Railroad Co. (L.A. Dept. of Water & Power)	130.79
White Pine Historic Railroad Foundation	31.70
City of Henderson Branchline	7.20
Nevada Department of Museums	4.64
Pacific Coast Building Products (PABCO)	10.74
Thorne Branchline	53.88
U.S. Gypsum Branchline	6.40
Virginia & Truckee Railroad	2.80
	<hr/> 1448.62

Nevada has applied for Federal-rail-grant assistance several times since 1981. The federal grants were matched with state and local funding. The projects and total project costs are listed below:

Parr Intermodal Depot Construction	\$1,500,000
Fallon Branch Rehabilitation	\$1,140,000
Fallon Secured Freight Yard Construction	\$ 480,000
City of Henderson line Rehabilitation	\$ 380,000
Northern Nevada Railroad Rehabilitation	\$100,000



## AIRPORTS

Nevada's public-use airports include two international facilities, two commercial-service facilities and 97 general-aviation facilities.

In addition there are 29 recognized heliports around the state. Heliport usage varies from hospitals and casinos to corporate headquarters, mining operations and electric generation plants.

<i>Type</i>	<i>Name (if known)</i>	<i>Location</i>	<i>Number</i>	<i>Emplanements</i>	<i>Operations</i>
International	McCarran International	Las Vegas		15.2 million	
	Reno-Tahoe Int'l	Reno		3.4 million	
			<b>2</b>	<b>18.6 million</b>	
Commercial Service	Elko Municipal	Elko		123,000	
	Ely-Yelland	Ely		3,400	
			<b>2</b>	<b>126,400</b>	
General Aviation	Paved Statewide		32		741,650
General Aviation	Unpaved Statewide		65		15,629
		<b>Total</b>	<b>101</b>	<b>18.7 million</b>	<b>757,279</b>

## TRANSIT

### Elderly and Disabled Transportation

NDOT administers the Federal Transit Administration (FTA) Section 5310 program which annually provides more than \$350,000 to private nonprofit agencies for the purchase of vehicles to serve the elderly and persons with disabilities statewide. Since 1975, the program has provided more than 300 vehicles to 60 different agencies to including 12 Indian Communities and Reservations.

### Rural Public Transportation

NDOT administers the Federal Transit Administration (FTA) Section 5311 program which annually provides subsidies totaling more than \$300,000 to public and private nonprofit agencies including Indian Communities and Reservations for the provision of public transportation in the small urban and rural areas of the state. Currently, eight of the 17 counties including the Pyramid Lake Indian Reservation are served by the Section 5311 program.

### Rural Transit Assistance Program

The Federal Transit Administration (FTA) annually provides through the Rural Transit Assistance Program (RTAP) approximately \$55,000 to fund training and technical assistance for agencies in the small urban and rural areas of the state. Training for the small urban and rural area transportation providers is offered through a State Transit Training Program, while technical assistance is provided through a newsletter and individual assistance.



## Transit Planning

The Federal Transit Administration (FTA) Section 5313 (b) annually provides planning funds for small urban and rural areas of the state. These funds have been used to complete 12 County Transportation Needs Assessments, and three 3 Tribal Transportation Needs Assessments.

## BICYCLES & PEDESTRIANS

Bicycle and pedestrian travel is allowed on all streets and highways in Nevada except controlled-access highways (freeways) in urban areas. The Nevada Department of Transportation, by state regulation, is responsible for a coordinated, balanced, multimodal transportation system for all users. The Department recognizes bicycling and walking as legitimate modes of transportation and evaluates all system projects for bicycle and pedestrian compatibility.

Bicycle lanes are presently striped on SR 159 (Charleston Blvd.), SR 431 (Mt. Rose Highway), SR 445 (Pyramid Lake Road), and SR 28 (North Shore Road). Bicycle paths are being constructed along a number of State highways including I-515 (Downtown Expressway), I-215 (Southern Beltway), SR 227 (Lamoille Road), and the abandoned Virginia and Truckee Railroad path in Carson City. Existing bicycle paths are located along US 50 at Lake Tahoe and Carson City, along I 515 in Las Vegas, and US 93 in Boulder City, and along US 95 in Winnemucca.

NDOT manages the State Bicycle/Pedestrian planning process and produces the Statewide Bicycle/Pedestrian Plan. The Department provides routing information and maps regarding bicycle and pedestrian travel throughout the state. It also reviews and evaluates current and proposed projects to determine bicycle/pedestrian compatibility.

## NEW PROGRAMS

**Customer Service Program:** When you call to inquire or complain about our roadways, our customer services coordinator takes note. If there is a public safety threat, immediate action is taken. Otherwise, the inquiry or problem is routed to the responsible individuals for action with the objective of responding to you within two weeks. The program handles 600 queries monthly.



***Las Vegas Freeway Service Patrol:*** To quickly remove the hazards and congestion created by immobile vehicles, roadway debris, and other obstacles, a freeway service patrol was commissioned in April 1998. In its first ninth months, this free service has aided 10,650 motorists, including 5,720 disabled vehicles and 730 vehicles involved in accidents. Currently operating along the U.S. 95 & I-515 freeway, the service was expanded to include the urban Interstate 15 corridor on October 5, 1998.

***Nevada Freeway Noise Mitigation Program:*** To stem traffic noise, we have developed a program to identify, prioritize, and fund soundwall installations. Besides including soundwalls on new projects where necessary, \$2 million annually has been targeted for walls along existing highways.

***Internet Web Page:*** We are rapidly adding transportation information to our internet website at [www.nevadadot.com](http://www.nevadadot.com). Besides the information about the Department that currently resides there, we will be adding information concerning road conditions, employment opportunities, trucking services, contractor services, project plans, special events, and public involvement.



The Nevada Highway Patrol welcomes help from the Freeway Service Patrol.

## AWARDS



John Price of the Federal Highway Administration congratulates Barron Lauderbaugh of our

Multimedia Publication Design Division on winning the Hoover Dam bypass logo contest. Traffic congestion and safety concerns at the dam have spurred a concerted effort by Arizona, Nevada, and the Bureau of Reclamation to fund a Colorado River bridge crossing.

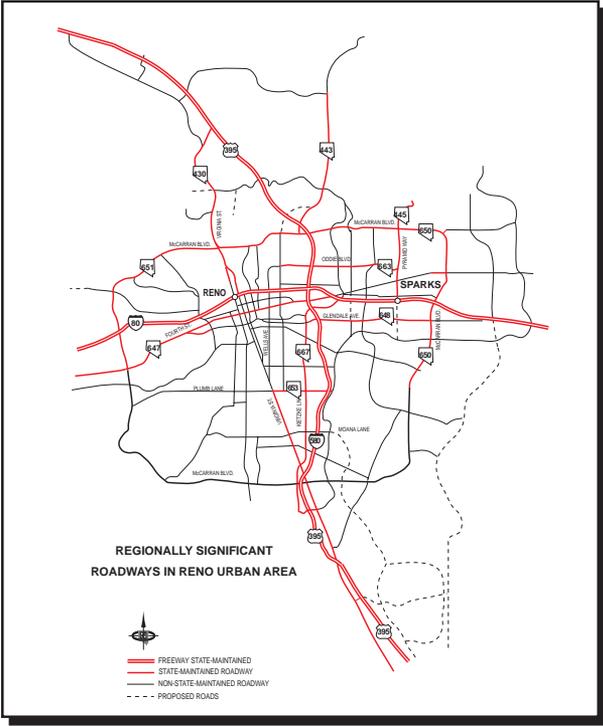


Gadget guys Joe Lange, Tod Dericco, Steve Blair, Dan Grode, and Ron Winkler of our Equipment Division have pieced together inventions that have saved more than \$30,000 to date. Their handiwork won them

recognition under the state's Merit Award Program.



NDOT earned the Federal Highway Administration's Environmental Water Quality Excellence Award, a national recognition of outstanding transportation projects, processes and people for efforts to preserve and protect Lake Tahoe's environmental water quality as part of State Route 28 improvements.





State Route 225 winds along the Owyhee River in northeastern Nevada.

**Nevada Department of Transportation**



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